N 42 0/989

VFR TERMINAL AREA CHART
NEW ORLEANS

SCALE 1:250,000

Lambert Conformal Conic Projection Standard Parallels 33° and 45°

Topographic data corrected to March 1989

29TH EDITION June 29, 1989
Includes airspace amendments effective June 1, 1989
and all other aeronautical data received by May 4, 1989
Consult appropriate NOTAMs and Flight Information
Publications for supplemental data and current information.

This chart will become OBSOLETE FOR USE IN NAVIGATION upon publication of the next edition scheduled for DECEMBER 14, 1989

NEW ORLEANS TERMINAL CONTROL AREA

See back of this chart for procedural information within the New Orleans Terminal Control Area (TCA)

70 --- Ceiling of TCA in hundreds of feet MSL

40 --- Floor of TCA in hundreds of feet MSL

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS APPROVED BY DEPARTMENT OF DEFENSE ☆ FEDERAL AVIATION ADMINISTRATION ☆ DEPARTMENT OF COMMERCE

CONTROL TOWER FREQUENCIES ON NEW ORLEANS TERMINAL AREA CHART

Airports which have control towers are indicated on this chart by the letters CT followed by the primary VHF local control frequency. Selected transmitting frequencies for each control tower are tabulated in the adjoining spaces, the low or medium transmitting frequency is listed first followed by a VHF local control frequency, and the primary VHF and UHF military frequencies, when these frequencies are available. An asterisk (*) follows the part-time tower frequency remoted to the colocated full-time FSS for use as Airport Advisory Service (AAS) during hours tower is closed. Hours shown are local time. Radio call provided if different from tower name.

Automatic Terminal Information Service (ATIS) frequencies, shown on the face of the chart are normal arriving frequencies, all ATIS frequencies available are tabulated below.

ASR and/or PAR indicates Radar Instrument Approach available.

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR/PAR
BATON ROUGE METRO RYAN	RYAN	0600-2400	125.2	118.3 257.8	ASR
HOUMA-TERREBONNE	HOUMA	0600-2100 MON-FRI 0800-1800 SAT-SUN	120.25	125.3 346.3	
LAKEFRONT		0600-2400	124.9	119.9 257.8	
NAS NEW ORLEANS		0700-2300	276.2	123.8 340.2	ASR/PAR
NEW ORLEANS INTL	MOISANT		ARR 126.7 DEP 127.55	119.5 254.3	ASR

TCA, ARSA, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

NEW ORLEANS TCA	120.6 290.3 (V9-V240) 123.85 256.9 (V240-MSY 251) 125.5 284.7 (MSY 251-V9)
BATON ROUGE ARSA	126.5 278.3 EAST 120.3 278.3 WEST

SPECIAL USE AIRSPACE ON NEW ORLEANS TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet; time is local.
Contact nearest FSS for information.
†Other time by NOTAM contact FSS

The word "TO" an altitude means "To and including."
FL - Flight Level
NO A/G - No air to ground communications

U.S. P-PROHIBITED, R-RESTRICTED, A-ALERT, W-WARNING, MOA-MILITARY OPERATIONS AREA

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
A-381	GULF COAST	TO 2000	SR-SS	5-4-89

C 55.416/11:

Entire area of this chart is within the Central Standard Time Zone +6 (+5 DT)=UTC.

Published at Washington D.C.
U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Service

VFR TERMINAL AREA CHART
NEW ORLEANS

AIRPORTS

AIRPORT DATA

ADDITIONAL AIRPORT INFORMATION

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

VFR TERMINAL AREA CHART
NEW ORLEANS
SCALE 1:250,000

29

OBSOLETE FOR USE IN NAVIGATION AFTER 31 JUL 1989

NEW ORLEANS TERMINAL CONTROL AREA

70 / 40

Ceiling of TCA in hundreds of feet MSL

Floor of TCA in hundreds of feet MSL

CONTROL TOWER FREQUENCIES ON NEW ORLEANS TERMINAL AREA CHART

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	TWEB	RSR PBK

TCA ARSA TRSA AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

SPECIAL USE AIRSPACE ON NEW ORLEANS TERMINAL AREA CHART

U.S. P-PROHIBITED R-RESTRICTED A-ALERT W-WARNING MOA-MILITARY OPERATIONS AREA

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY

Features normally used as check points for controlling VFR flights are emphasized on this series of chart, so they may be readily identified.

Example: • POWER PLANT

The name shown is that used by the controlling agency and is not necessarily the official name of the feature.

CAUTION: This chart is primarily designed for VFR navigational purposes; it does not purport to indicate the presence of all obstacles, navigation and power lines which may be encountered below, recognizable and safe altitudes.

ATTENTION:
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles (bounded by ticked lines of latitude and longitude) are rounded off to the next HUNDREDS of feet above the highest known feature in each quadrangle, including terrain and all obstructions. Please consider these MEFs for route, cross-country and instrument flight planning.

Example: 12,500' MEF 125

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTR are shown and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designation are depicted. Route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are revised every 6 months, you are cautioned and advised to contact the nearest FSS for route clearances and current status. For those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated on the Aeronautical Chart Bulletin of the Airport Facility Directory.

Also, the VFR Wall Planning Chart is issued every 56 days and depicts current route configuration and a composite tabulation of altitudes, dates and times.

Military Pilots refer to Area Planning AP-1B, Military Training Routes, North and South America for current status.

NOTICE TO USERS OF THIS CHART

You are urgently requested to inform us of corrections and additions that come to your attention while using this chart. Aeronautical Chart Bulletins are available at authorized chart sales agents and at FAA Flight Service Stations. Where applicable, all data is requested with information should be indicated clearly and accurately on a current chart to facilitate easy will be returned. Mail to: National Ocean Service, NOAA, ACCS3, N/CG2 Executive Bldg., Rockville, MD 20852 or call toll-free 800-638-8972

Mode C Requirements Effective JULY 1, 1989 See FAR 91.24 AIM

CONTACT NEW ORLEANS APPROACH CONTROL ON 123.5 OR 284.7

NEW ORLEANS TCA
20 NM
15 NM

CONTACT NEW ORLEANS APPROACH CONTROL ON 120.6 OR 290.3

Aircraft transiting the Runway overlying New Orleans Intl. Moisant Field between 1,000' and 2000' MSL must obtain approval from Moisant Tower or New Orleans Approach Control.

10 SFC & 70/20

70/06

70 SFC

70/20

70/10

ALERT AREA
A-381
HIGH VOLUME OF HELICOPTER AND SEAPLANE TRAFFIC

CONTACT NEW ORLEANS APPROACH CONTROL ON 123.85 OR 234.9

LAKE SALVADOR
20 NM

DELTA FARMS

07 ALERT AREA A-381 HIGH VOLUME OF HELICOPTER AND SEAPLANE TRAFFIC

NEW ORLEANS

C 55.416/11:

NEW ORLEANS TERMINAL CONTROL AREA (TCA)

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within a TCA. Pilots should not request an authorization to operate within a TCA unless the requirements of FAR 91.24 and FAR 91.90 are met. Included among these requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that terminal control area.
2. No person may takeoff or land a civil aircraft at an airport within a TCA or operate a civil aircraft within a terminal control area unless:
   (a) The pilot-in-command holds at least a private pilot certificate; or,
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.95.
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered airplane to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the TCA.
4. An operable VOR or TACAN receiver (except for helicopters until 7/1/89).
5. A 4096 code transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement; however, request for a deviation from the 4096 transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR Flights – Aircraft operating within the New Orleans TCA must be operated in accordance with ATC clearances and instructions.

VFR Flights

1. Arriving aircraft, or aircraft desiring to transit the TCA should contact Approach Control on the frequency depicted for the sector of flight with reference to the geographical center of airport. Pilots should state, on initial contact, their position, direction of flight and destination. If holding a VFR aircraft is required, the holding point will be specified by ATC and will be a prominent geographical fix, landmark or VOR radials.
2. Aircraft departing the primary airport are requested to advise the New Orleans Clearance Delivery position prior to taxiing of the intended route of flight and altitude. Aircraft departing from other than the primary airport should give this information on appropriate ATC frequencies if route penetrates the TCA.
3. Aircraft desiring to transit the TCA will obtain clearance on an equitable "first-come, first-served basis."

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the TCA, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside of the TCA.

NOTE: Assignment of radar headings and/or altitudes are based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading or altitude will cause the pilot to violate such rules.